

## **ELIGIBILITY AND FEASIBILITY**

### **INTRODUCTION**

The determination of the eligibility of a route as a National Historic Trail is based on the criteria set forth in the National Trails System Act (16 USC 1241, et seq.). Section 5(b)(11) of the act provides three broad criteria that a trail must meet to qualify for designations. These criteria are set forth and the trail is evaluated in the following sections.

Additionally, the National Trails System Act, Sec. 5(b)(3) also states that a trail study should include:

... the characteristics which, in the judgment of the appropriate Secretary, make the proposed trail worthy of designation as a national scenic or National Historic Trail; and in the case of National Historic Trails the report shall include the recommendation of the Secretary of the Interior's National Park System Advisory Board as to the national historic significance based on the criteria developed under the Historic Sites Act of 1935 (40 Stat. 666; 16 USC 461).

The Historic Sites Act authorized the Secretary of the Interior to identify and recognize properties of national significance (National Historic Landmarks) in United States history and archeology. National Historic Landmark criteria have been developed to help define properties that have national significance. Therefore, the criteria developed for the evaluation of national significance as part of the National Historic Landmark process are incorporated into the analysis of national significance under the National Trails System Act (Sec. 5(b)(11)(B)).

The National Trails System Act states that National Historic Trails should generally be "extended trails," which means they should be at least 100 miles long, although historic trails of less than 100 miles in length are permitted. The distance from Santa Fe to Los Angeles along the main route of the Old Spanish Trail is over 1,160 miles; the North Branch extends over 500 miles from New Mexico to its juncture with the main route; and the Armijo Route extends over 1,020 miles from Santa Fe to Los Angeles. Many additional miles of trail result from other variations in these primary routes.

The following sections evaluate the Old Spanish Trail with respect to each of the three criteria in the National Trails System Act. The "Historical Overview" section of this document should be read before looking at the following analyses.

### **ANALYSIS OF NATIONAL TRAILS SYSTEM ACT CRITERIA**

#### **Analysis of National Trails System Act Criterion A**

(A) It must be a trail or route established by historic use and must be historically significant as a result of that use. The route need not currently exist as a discernible trail to qualify, but its location must be sufficiently known to permit evaluation of public recreation and historical interest potential.

There are three elements of criterion A that are discussed in the following sections.

## ***1. Was the Old Spanish Trail a trail or route established by historic use?***

This element of the criterion is met.

The intent of this part of the criterion is to ensure that the route being considered was indeed a definable trail used in the historic period and not an arbitrarily created entity. Documentation of the establishment of all routes by historic use is clearly demonstrated in the historical overview.

The Old Spanish Trail was primarily a horse, mule, and burro pack route between New Mexico and Los Angeles. It developed from a number of earlier routes followed by American Indians and Spanish, Mexican, and Anglo-American explorers, trappers, and traders.

The "Historical Overview" section documents the development of the trail from the earlier routes to its establishment as a connection between New Mexico and southern California. Travel along the route by a variety of individuals and groups is clearly indicated. As demonstrated in the "Historical Overview" section, the "Statement of Significance" section, and the "Thematic Analysis: State and Local Significance" section, the Old Spanish Trail existed as a trail in the minds of the people during the historic period, as evidenced by direct references to the trail in historic reports, maps, and other documents.

## ***2. Is the Old Spanish Trail significant as a result of the use that established it?***

This element of the criterion is met.

In the "Statement of Significance" section of this document, the Old Spanish Trail will be evaluated with respect to national significance. At this level, it is only necessary to establish that Old Spanish Trail use was significant? that is, that it played a role in and had some influence on historical events. A finding of significance at this level does not imply that the requirement for national significance is met.

As described in the "Historical Overview" section, the Old Spanish Trail evolved out of a number of routes followed by American Indians and Spanish, Mexican, and Anglo-American explorers, fur trappers, and others. The first successful New Mexico trade caravan in 1829, led by Antonio Armijo, created a complete route between New Mexico and the Los Angeles area. The last known regular New Mexican trade caravan arrived in California in 1847 and returned in 1848. After 1848, the use of the section of trail from New Mexico to Utah fell into limited, often local, use, and the more northern and more southern trails to California became the primary routes of travel (Hafen and Hafen 1982:361), although some use of parts of the Old Spanish Trail continued. Subsequently, travelers to and from California occasionally used the route.

Travel between New Mexico and California along the completed route also tied in to other activities previously occurring along various sections of the trail and beyond, including trade with American Indians, trade in American Indian slaves, the fur trade, and illegal trade in horses and mules. As on other trails across the West, travelers along the trail contributed to changes in Indian lifeways and relations between tribes and the Mexicans and Americans. Trade along the Old Spanish Trail tied in to and contributed to a broader economic system, including the Santa Fe Trail/Chihuahua Trail trade and the ranching and maritime trade economy of California. Some immigration occurred along the route involving both New Mexicans and Americans, in which they added to the population of California and became involved in a variety of social, political, economic, and other activities. The Old Spanish Trail trade was part of the economies of California and New Mexico and was probably, at a minimum, of state-level significance under the criteria of the National Register of Historic Places. (See discussion of

National Register/National Historic Landmark criteria in the “Analysis of National Trails System Act Criterion B” section.)

### ***3. Is the location of the route of the Old Spanish Trail sufficiently known?***

This element of the criterion is met.

The determination of the location of the trail under the National Trails System Act is related to the concept of “integrity of location” under the National Register/National Historic Landmark evaluation processes. Location is one of seven aspects of integrity. “Location is the place where the ... historic event[s] occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons” (National Park Service 1998:44). Other aspects of integrity are discussed in the “Analysis of National Trails System Act Criterion C” section.

The identification of the Northern and Southern Routes of the Old Spanish Trail and their several variants was based largely on travel diaries and military expedition records. The most specific of these accounts are: Domínguez-Escalante (1776); Orville Pratt (1848); Gunnison (1853); Huntington (1855); Addison Pratt (1849); Cheesman (1850); Macomb (1859); and Parley P. Pratt (1851).

More recently, historians and archeologists have studied the various routes followed by trappers, traders, immigrants, and military expeditions. For example, see Hafen and Hafen (1982); Crampton and Madsen (1994); Sánchez (1997); Warren (1974); and Walker (1986).

Because of the limited and vague nature of the diaries, insofar as geographic details are concerned, it is difficult or impossible to determine the precise routes taken by many individual groups of travelers, especially the New Mexican pack caravans. Assumptions must be made that later travelers (after 1848) were traveling the same routes that were established during the Old Spanish Trail period of significance. Many of the travelers of the Old Spanish Trail were involved in illegal activities such as slave trading and horse or burro theft, and they may also have been taking measures to avoid paying taxes on transported goods. Consequently, these travelers left few written records. Other travelers on different trails connected with the Old Spanish Trail and followed segments of it rather than running the entire length of the trail.

In places, the routes are defined by the topography that limits the potential routes of travel. Mountain passes, river valleys and distinctive crossing points, and springs have been used to define the specific route of the Old Spanish Trail.

The known travelers’ accounts helped identify likely major and variant routes along the Old Spanish Trail corridor by describing geographical features, cultural sites, and peoples along the trail. Based on differing translations of Mexican and Spanish documents, and possessing a knowledge of landmarks, geography and geology, and Indian tribes, researchers have mapped likely Old Spanish Trail routes between New Mexico and California. It is clear from travelers’ accounts that the route(s) were dictated by several factors, including water sources, forage, ease of travel (terrain and climate), presence of tribes they thought of as “friendly” (often for trading purposes), and absence of those they felt to be “hostile.”

For purposes of this study, the route descriptions provided in this document generally follow the trail routes defined by Crampton and Madsen (1994), Sánchez (1997), Walker (1986), Warren (1974), Steiner (1999), and Kessler (1995). It should be noted that some route researchers, such as Crampton,

Madsen, Kessler, and Steiner, field tested possible routes on the ground and rejected or accepted a particular route section based on correspondence with written materials, or in some cases based on terrain features deemed too difficult or as likely obstacles to travel. Not all routes and route variants have received the same level of scrutiny, and some route sections, such as the Armijo Route, especially between the Crossing of the Fathers and southwest Utah, would benefit from further on-the-ground testing of possible routes. During scoping meetings for this study, for example, it was suggested that the later use of the Crossing of the Fathers on the Armijo Route would have been impossible for pack trains to negotiate, although the Armijo trade caravan did successfully use the crossing.

Antonio Armijo wrote that his party improved steps carved into the canyon wall by Domínguez and Escalante. The ascent was further improved by later New Mexican caravans, according to reports of the Powell expeditions, which questioned locals (Kelly 1948-1949:350,n. 69). Members of the Powell surveys of 1869 and 1871 referred to "El Vado de los Padres" as the "old Spanish crossing" or the "old Spanish trail." They discussed its use by Mormons, who referred to the crossing as the "old Ute Ford" (Darrah 1947:118; Gregory 1948-1949:54, 71, 98n). Thus, from the time that Domínguez and Escalante were told of this traditional Indian crossing in 1776 to the 1870s there was a transmitted knowledge and ongoing use of the same crossing. The Crossing of the Fathers was, in the 1870s, a route over which Navajos stole stock from Mormon settlements north of the Colorado River. In order to protect themselves, the Mormons blasted away a significant portion of the approach to the river. Only then did the crossing become impassable (Gregory and Moore 1931:11; Birney 1931:117).

Armijo's successful trek was announced in an official publication of the Mexican government. It ended with the statement that such a road between New Mexico and California would be useful to the nation as a whole, as well as to New Mexico (Estados Unidos de Mexico 1830:150). The Armijo Route is an important part of the Old Spanish Trail, because it was the pioneering trade caravan between New Mexico and California. More research may show that other trade caravans also followed this route, as some researchers have suggested (Sánchez 1997:104).

Although there are some disagreements among researchers, and there is potential for other route variants and some corrections of commonly identified routes, it is reasonable to conclude that the identified trail routes were likely utilized by the traders or other travelers along the Old Spanish Trail. However, with a few exceptions, information about most of the trade caravans and immigrants indicates that they left a particular place in New Mexico and arrived in southern California and/or that they left California and arrived in New Mexico. Secondary historic accounts do provide some information in identifying the trail location and identifying it as a place used by identified "Old Spanish Trail travelers." On October 10, 1853, First Lieutenant Edward G. Beckwith, who wrote the report of the Gunnison expedition, recorded, "The Spanish Trail, though but seldom used of late years is still very distinct where the soil washes but slightly. On some spaces today we counted from fourteen to twenty parallel trails, of the ordinary size of Indian trails or horse-paths on a way of barely fifty feet in width" (Beckwith, in Chenoweth 1999:28). Such a description suggests that there had been considerable use along the trail.

The National Trails System Act does not require that the route of the trail be known exactly, but only known sufficiently to evaluate its potential for recreational use and historic interest. This requirement in the Act recognizes that the location of trails cannot always be determined as precisely as the location of specific historic sites because the route connecting such sites may have no visible or archeological remains. Thus, overall, the trail meets this element of the criterion.

## **Analysis of National Trails System Act Criterion B**

**Background.** The second of the three National Trails System Act criteria that must be met requires that a trail:

(B) . . . must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, exploration, migration, and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far reaching effect on broad patterns of American culture. Trails significant in the history of Native Americans may be included.

This criterion sets out the conditions relating to national significance that must be met for a route to become a National Historic Trail. The terms “of national significance,” “broad facets of American History,” and “far reaching effect on broad patterns of American culture” clearly and specifically define the nature of that trail, and the high standard it must meet. Thus, by its very nature, and by definition, a National Historic Trail must possess exceptional national values.

National Trails System Act Criterion B also provides that: “Trails significant in the history of Native Americans may be included.” The sentence in the criterion regarding trails significant to Native Americans does not mean that all trails that had impacts upon American Indians are automatically eligible for National Historic Trail status. Indeed, virtually all historic trails had impacts—often very severe impacts—on tribes. In considering the use of a historic trail, impacts upon American Indians would be considered along with other historic impacts of trail use, even without this language in the trails act. Those impacts must be still be “far reaching” and national in scope.

The specific language in the act, however, recognizes that the history of the United States did not begin with the arrival of Europeans. American Indians lived, traveled, traded, and interacted here for thousands of years prior to contact with Spanish, and later English and other, explorers and settlers. Trails used by American Indians prior to and even after contact are to be considered as potentially eligible for designation as National Historic Trails. However, they must still meet all the criteria in the act, and must still be found to have had “far reaching effects on broad patterns of American [or more specifically American Indian] culture.”

National Historic Landmark criteria parallel the concepts of the National Trails System Act, and provide that:

The quality of national significance is ascribed to districts, sites, buildings, structures and objects that possess exceptional value or quality in illustrating or interpreting the heritage of the United States in history, architecture, archeology, engineering, and culture; and that possess a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association .... (National Park Service 1999:71)

There are a number of individual criteria that have been developed for the National Historic Landmark program. Criterion 1 is appropriate for the primary evaluation of the Old Spanish Trail. (Criterion 2 will be discussed later.) Under Criterion 1, national significance is ascribed to properties:

That are associated with events that have made a significant contribution to, and are identified with, or that outstandingly represent, the broad national patterns of United States history and from which an understanding and appreciation of those patterns may be gained ... (National Park Service 1999).

Guidelines for the interpretation and application of these criteria are set forth in two National Register Bulletins entitled "How to Apply the National Register Criteria for Evaluation" (National Park Service 1998) and "How to Prepare National Historic Landmark Nominations" (National Park Service 1999).

The events associated with the property must be outstandingly represented by that property and the events be related to the broad national patterns of U.S. history .... The property can be associated with either a

specific event marking an important moment in American prehistory or history or with a pattern of events or a historic movement that made a significant contribution to the development of the United States (National Park Service 1999:23).

The property that is being evaluated must be documented, through accepted means of historical or archeological research, to have existed at the time of the event or pattern of events and to have been strongly associated with these events. A property is not eligible if its associations are merely speculative. Mere association with historic events or trends is not enough to qualify under this criterion. The property's specific association must be considered of the highest importance (National Park Service 1999:23).

A key principle in National Historic Landmark studies is that they be comparative in nature. A particular property being evaluated should be compared with other similar properties related to the same context (National Park Service 1999:10).

Properties that are not deemed to be of national significance may qualify by being of local or state significance under the criteria for the National Register of Historic Places.

National Historic Landmark Criterion 2 applies to properties "that are associated importantly with the lives of persons nationally significant in the history of the United States." (National Park Service 1999:36)

This criterion relates to properties associated with individuals whose specific contributions to American history can be identified and documented. The person(s) associated with the property must be individually exceptionally significant within a national historic context. The association must be with the person's productive life, reflecting the time period when he or she achieved significance .... Each property associated with an important individual must be compared to other associated properties to identify the one that best represents the person's nationally historic contributions ...." (National Park Service 1999:36).

In applying this criterion to a historic trail, consideration must be given to the National Trails System Act, which requires that the "use of the trail" must have had "far reaching effects on broad patterns of American culture." It is not enough that a nationally significant person followed a trail; rather, that person must have engaged in nationally significant activities on that trail in a way that had a broad impact upon America.

National Historic Landmarks are evaluated for national significance by applying the appropriate criteria to the property within the framework of major themes in United States history. The Old Spanish Trail will be evaluated with respect to a number of themes in American history. Each analysis will consider what the effects of the use of the trail are with respect to the theme and what effects are to be considered of the "highest importance" in American history in comparison to other similar properties. If the trail is deemed to be nationally significant, a period of significance with respect to the theme will also be identified. In the case of Criterion 2, the period of significance would be the time period in which the person used the trail. Specific theses put forth in the literature about the significance of the Old Spanish Trail will be considered where appropriate.

**Statement of Significance: Analysis/Conclusion.** The conclusion of this study is that there is indication that the Old Spanish Trail may be considered to be nationally significant within the context of trade (including illegal trade) and commerce, but that, as explained in the following section, a firm conclusion cannot be reached based on the information currently available. A number of other historic themes were analyzed (see the "Thematic Analysis: State and Local Significance" section) for which the trail was found to be of state or local significance. At this time, it cannot be firmly determined as to

whether or not the Old Spanish Trail meets Criterion B, Section 5(b)11, of the National Trails System Act.

During the course of this study, New Mexico State archives, archives at the Huntington and Bancroft Libraries in California, and archives in Mexico City were visited. Due to limited time and funding, a thorough search—especially of the Mexico City archives—was not possible, but there is sufficient indication to suggest that further research is warranted.

An earlier draft of the significance statement and the significance analysis in this document was provided to historians within the National Park Service and to four independent scholars from the academic community. Some historians concluded that the trail was not nationally significant and that further research would not be beneficial; others suggested that a determination based on current information was inconclusive but that further research could help make the determination one way or the other; and still others concluded that the trail was nationally significant. The review of this document by the wider public will allow others, including trail supporters and additional scholars, to provide further input. The conclusions in this draft report may be revised, as needed, based on the wider input and evaluation of all the comments received.

Trade was the primary activity along the Old Spanish Trail, and it was a coherent and interrelated pattern of use along the entire trail between New Mexico and California. Further data is needed as to the actual scope of the trade, legal and illegal, on the Old Spanish Trail. More information will allow better comparisons with, and evaluation of, the role of the Old Spanish Trail in relation to other trade routes (such as the Santa Fe Trail and Camino Real de Tierra Adentro). For example, the Old Spanish Trail trade may have been a critical link in the economic system that helped sustain other trade in California and along other trails.

The Old Spanish Trail provided a tie between the lucrative trade along the Santa Fe Trail and Camino Real de Tierra Adentro (Chihuahua Trail) and the maritime/ranching economy of California. Old Spanish Trail trade consisted almost exclusively of woolen goods moving west, and horses and mules coming east. The manufactured goods that were a large part of the Santa Fe trade, with its ties to the east coast and even to Europe, were being supplied in California by means of the maritime route. The California economy of maritime/rancho trade would appear to be self-sustaining, because the manufactured goods were being traded for California-produced materials. However, horses and mules, both legal and illegal, that were obtained in California were fed into the Santa Fe trade. More information is needed to determine how important this was to the total Santa Fe/Camino Real trade and its impacts in both Mexico and the United States. The Old Spanish Trail may or may not be nationally significant within this context.

It has been suggested that horses and mules traded legally and illegally from California were essential to immigration from Missouri to the Pacific coast along a number of western routes and to the Santa Fe trade. Joseph J. Hill, noted that "One of the factors of prime importance in the opening of the trails to the far West at this time was the Missouri-Santa Fe trade and its demand for mules. California had great numbers of mules, which were noted for their size and quality. This led to the organization of numerous expeditions to that country in the effort to supply the demand of the Missouri traders" (Hill 1921:464-465). Traders sold Spanish mules from California to both markets. Grinnel (1919-1922:48) suggests that the famous Missouri mule trade began with mules from California, funneled through Bent's Fort. The famed "Missouri mules," it is claimed, were bred from stock from California as well (Missouri State Board of Agriculture 1924).

However, the role of California stock is not clear when evaluating the trade and use of livestock, suggesting the need for further study. Dr. Emmett Essin at East Tennessee State University has studied

the horse and mule trade across the country. He suggests (1999) that the trade along the Old Spanish Trail was part of a much wider trade in horses and mules. The mule industry in the United States began in the late 1700s. During the trail period, there were mule industries in Texas, Louisiana, Kentucky, and Tennessee, as well as in California and New Mexico. Juan de Oñate brought mules, jacks, and jennets from Mexico to New Mexico as early as 1598. By the 1820s and 1830s, Santa Fe had a good stock for breeding mules, which were traded on the Santa Fe Trail (Essin 1999). For example, in 1823 the Cooper party returned from Santa Fe to Missouri with 400 “jacks, jennies, and mules” (Duffus 1931:81). In 1825, over 600 animals were brought to Missouri from Santa Fe, and in 1827, 800 (Moorhead 1958:85, 189).

According to Essin, the Missouri mule industry began as early as 1821. Missourians bred for large mules using Portuguese- and Mexican-derived jacks. An important factor relating to California livestock was the high quality of California horses, which came from fine Arabian stock. An Arabian mare with a good jack would produce a good mule that was generally smaller but tougher than other mules, as indicated in the journal of one immigrant who said, “It was a noble sight to see those small tough, earnest, honest Spanish mules, every nerve strained to the utmost, examples of obedience, and of duty performed under trying circumstances (Stewart 1962:113) Mules for Texas and New Mexico also came from farther south in Mexico. Bryant (1985:34), for example, while en route to California in 1846, reports passing returning Santa Fe traders driving a herd of about 1,000 mules, which they purchased in Chihuahua for \$20 per head.

Santa Fe traders and immigrants also used oxen. No solid statistics are available as to the proportion of types of stock used by these groups. Unruh (1993:108), speaking of immigrant groups, says that “more than half of all overlander’s wagons were pulled by oxen. Horses and mules, in that order, followed in frequency of use.” Some immigrants brought livestock from their homes in the East. Unruh (1993:438, fn.97) provides an 1850 count from Fort Laramie in which, as of August 14 of that year, 9,927 wagons, 36,116 oxen (and 7,233 cows), 23,172 horses, and 7,548 mules were counted. He suggests that the high ratio of horses was due to the scarcity of oxen and mules in Michigan, Iowa, Wisconsin, Illinois, and Indiana, from which many of the immigrants originated. While this may be partially true, it should be noted that horses were not good draft animals and were more likely to have been riding stock. Stewart (1962:40, 114) concludes that the determining factor in using oxen was the comparatively high price of mules, which was three times the price of oxen.

Beckwourth and others justified their involvement in horse stealing as an attempt to aid the U.S. war effort against Mexico (Hafen and Hafen 1982:245-247) While it may not have actually had any military impact, the livestock theft, taken as a whole, certainly had some effect. “These raids ... reached such a scale by the 1840s, that they had badly weakened the Mexican ranchos by depleting the herds” (White 1991:43). Bryant (1985:445) reports that in 1831 there were 64,000 horses, mules, etc., in California, and by 1842 there were 30,000. “Apaches and Navajos in New Mexico and the Utes who raided California boasted they could have stripped the entire country of livestock if they wished, but they preferred to leave the Mexicans a few to breed new herds for the Indians to steal” (White 1991:52). Such an impact would at a minimum be deemed of significance at the state level.

Although much livestock was taken over the Old Spanish Trail, it is not uncommon for trail studies to suggest that the Old Spanish Trail was used even in cases in which no documentation of the route is available. It is important to note that it is not known what route many of the horse thieves followed. Thieves tended not to document their activities. Not all horses and mules stolen in California can be shown to have been taken to New Mexico and beyond to Missouri. The Indians would likely have kept animals for their own use and for trade with other tribes. Nevertheless, many horses and mules were taken to New Mexico and Missouri. Prices were high enough to convince people to make the arduous journey to California to trade and to risk the dangers of engaging in livestock theft on a large scale. The



relative importance of horses and mules on the Old Spanish Trail in the broad pattern of trade and commerce in the United States and Mexico merits clarification through more research.

The legal—and especially illegal—trade along the Old Spanish Trail continued earlier patterns of trade with American Indians. Notably, New Mexican traders would trade with tribes—principally Utes—for slaves taken from other tribes, some of which were taken to California (Hafen and Hafen 1982:269). Slave-raiding expanded with the extension of the Old Spanish Trail to California (Malouf and Findlay 1986:503). American Indians were also encouraged by New Mexicans and Americans to raid California ranchos to obtain horses and mules, many of which were, in turn, sold to the New Mexican and American traders. In addition to trade for horses, fur trappers traded guns, tobacco, knives, and other goods with the Utes for furs. The trade in slaves and livestock helped some tribes, principally the Utes, become stronger; others, such as the Gosiute and Southern Paiutes, were weakened.

It should be noted that the slave traffic was not confined to the Utes and Rocky Mountain Indians (Hafen and Hafen 1982:268). Comanches and Apaches “made up the greatest number of captives during the 1700s” (Schroeder and Stewart 1988:412). Because there are few records, the routes used by slave traders are not documented, although the Old Spanish Trail would most probably have been one of the routes used. Slave trade activity would appear to have primarily occurred along the eastern half of the trail.

The pattern of contact between Europeans and American Indians in the area traversed by the Old Spanish Trail follows a pattern similar to other parts of the United States, especially the West: initial contact with explorers (Spanish, French, British, Mexican, American); trade with tribes by mountain men and settlers from European frontier settlements; alliances between Europeans and tribes affecting intertribal relations; introduction of modern weapons, horses, and other goods; introduction of new diseases; increased pressure on tribes through Euro-American settlement and military action, leading to treaties ceding Indian land leading to reservations; and so forth. This pattern is seen in the general trail literature, and is summarized by Helmer and Esteves (1999:38-48).

United States Indian policy that developed prior to the Mexican-American War was based on the Jeffersonian idea of the removal of Indians of the East to Indian territory in the West (Utley 1984:37). After the Mexican-American War, American policy began shifting, in large part due to the influx of immigrants to the new territories. Military posts were established along the Oregon Trail (Utley 1984:40). Forts were also established along the Santa Fe Trail to protect Euro-American travelers, especially trade caravans. Prior to the establishment of forts along the Santa Fe Trail, military units provided escorts for trade caravans (Perrine 1927). The 1850s were a key period of change in U.S. Indian policy, as the idea of a permanent Indian frontier ended after the Mexican-American War, and the reservation program evolved (Utley 1984:63). Ultimately, this policy had major impacts on virtually all tribes, including those along the Old Spanish Trail corridor.

Impacts to the tribes along the Old Spanish Trail (and other trails) are very real, and to the tribes involved, very important. At the tribal level and to American Indians as a whole, the impacts of historic trails were profound, and primarily detrimental. It is difficult, however, to ascribe national significance to one trail versus another when impacts were so widespread. And it is difficult, due to the lack of specific accounts from New Mexican traders, to separate the direct impacts resulting from Old Spanish Trail travelers from those from other trails. This is an important area of research.

**Period of Significance: Trade and Commerce.** Within the context of national trail studies, the “period of significance” is the time period in which nationally significant use occurred on the trail. Although the determination of this study is that the national significance of the Old Spanish Trail cannot

presently be adequately determined, it is possible to suggest a period of significance within the context of trade and commerce.

The Old Spanish Trail provided a commercial connection between New Mexico (and by means of the Santa Fe Trail, to the United States) and California. It developed out of various trails used earlier by American Indians, Spanish explorers, and others. The connection was first completed in 1829 by the Armijo expedition, and the Wolfskill-Yount party completed another connection in 1830-1831. The last of the regular New Mexican trade caravans returned to Santa Fe in 1848. After this period, routes—both north and south—were receiving the bulk of travel to and from California (Hafen and Hafen 1993:361). Little use was made of the eastern part of the trail as a route to California. Two groups of travelers, both in 1853, noted this in their accounts. Gwynn Harris Heap reported, “At our noon halt, we struck a trail which we supposed to be the old trail from Abiquiú to California; but it has been so long disused that it is now almost obliterated” (Heap 1854:89). First Lieutenant Edward G. Beckwith, in his report of the Gunnison expedition, wrote, “The Spanish Trail, though but seldom used of late years is still very distinct where the soil washes but slightly” (Chenoweth 1999:28). Heap was actually looking at the Fishlake Cutoff and not the main trail, but the quote suggests that he considered the “old trail from Abiquiú to California” to be no longer actively used.

Although two groups are documented as taking sheep to California along part or all of the Old Spanish Trail in the early 1850s, this activity also reflects the replacement of the trail by other routes. Many thousands more sheep were taken to California primarily along the Gila River and other routes through Arizona. One group, including Kit Carson, took a herd of sheep north along the Front Range in Colorado, and followed an immigrant trail to California in 1853. They returned along the Gila River, where they passed thousands and thousands of sheep being driven to California. Baxter (1987) documents other groups, primarily using the routes through Arizona in the 1850s. The routes followed by a few groups are unknown, although it would appear that the Gila Route was preferred. There was a lull during the Civil War. After the war, New Mexicans resumed taking sheep to California through Arizona.

Use of the western end of the trail entered a new era beginning in the 1847-1848 season, with a documented increase in use by 1850. A wagon road was developed connecting Salt Lake City and the Los Angeles area. Used by Mormons, gold seekers, immigrants, and others, this road utilized much of the western end of the Old Spanish Trail pack route, but varied in places from the pack trail because wagons could not always negotiate the same terrain as pack trains.

The Mormon Road/Mormon Corridor overlaps much of the western end of the Old Spanish Trail, and its use during the post-1848 period has some ties to the earlier uses along the Old Spanish Trail. However, it can also be considered a separate historic route, with its own coherent pattern of uses and its own period of significance. As a route used by as many as 20,000 gold seekers and other California-bound immigrants between 1849 and 1869, it might more appropriately be considered a variant of the California Trail. As a route reflecting Mormon settlement, it could perhaps be considered an extension of the Mormon Pioneer Trail. Including the Mormon Road in the Old Spanish Trail ignores the section of the former extending from Salt Lake City to its junction with the Old Spanish Trail. An evaluation of the entire Mormon Road is outside the scope of this study.

The activities of the many and diverse groups of people who created the history of the United States interrelate in complex patterns, and the routes that they followed form a network of trails that intersect and overlap. Therefore, for the purposes of this study, the Mormon Road is considered to be a separate historic route that has sufficient historical identity to be evaluated for significance on its own merits, or as an important component of the California Trail or other trail. Conceptually, this is a parallel situation to the overlapping of other historic trails. The Oregon, California, and Mormon Pioneer National

Historic Trails share the same route for a considerable distance. The Cherokee Trail, used by immigrants to California in the Gold Rush, overlaps the Santa Fe Trail, which was primarily a trade route. In both of these examples, each route maintains its individual identity and reasons for significance.

If, upon further documentation and analysis, it is determined that the Old Spanish Trail is nationally significant with respect to the theme of trade and commerce, it is suggested that the period of 1829-1848 would be the appropriate period of national significance.

## **Analysis Of National Trails System Act Criterion C**

**Background.** The third National Trails System Act criterion states that the route

(C) ... must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation. The potential for such use is generally greater along roadless segments developed as historic trails and at historic sites associated with the trail. The presence of recreational potential not related to historic appreciation is not sufficient justification for designation under this category.

Potential for public recreational use and historic interest derives from several factors, including the existence of actual trail resources and historic sites tied to the period of significance of the trail; sections of the trail and sites with good integrity; sufficient information about the trail as a whole and about specific historic sites and events found along it; and potential for the development of opportunities for the public to retrace the original route.

**Analysis.** The conclusion of this study is that the Old Spanish Trail possesses some strong characteristics of historic interest and recreational potential, and some that are weaker, but that overall it meets this criterion.

A list of historic sites along the trail route is included in this report in the “Archeological and Historic Resources” section. Not all of the sites listed would be eligible for certification as components of a National Historic Trail. The Old Spanish Trail currently has fewer documented historic sites relating to some users when compared to other historic routes of similar length, especially with respect to sites that can be tied to the New Mexican trade caravans. No accounts by New Mexican traders have been found, except for the Armijo trip in 1829, although there are a few second-hand accounts describing trade caravans and incidents on the trail. Without such accounts, knowledge is limited about how the caravans traveled, what was eaten, their encounters with American Indians, where they camped, difficulties they dealt with, diseases, deaths, weather, and all the other day-to-day occurrences on the trail.

Still, the Old Spanish Trail offers potential for interpreting the story of the trail as it relates to those broad themes in American history in which it played a part. Some sites (see the “Archeological and Historical Resources” section) provide good opportunities for helping people learn more about history as it relates to the lives of the Anglo-Americans, Hispanics, American Indians, and others who traveled, traded, and interacted along the route. Interpretation of pre-trail-era travel can contribute to visitors’ understanding of the little-known politics and problems the Spanish, and later Mexican, governments encountered in trying to hold on to far-flung northern and western territories in the pre-trail period. Within a National Historic Trail administration program, however, interpretation of events leading to the creation of the trail is primarily done to provide context for the trail’s period of significance, which is the main focus of interpretation. Because much of the interpretation of the Old Spanish Trail with

respect to certain users is not site specific and relates to broad trailwide stories, it may be best accomplished in existing museums and interpretive facilities along the route.

The trail has very strong potential for the development of retracement opportunities. Large sections of the trail cross through undeveloped terrain, including national forests and Bureau of Land Management lands. Over 1,190 miles of the trail are on lands managed by the Bureau of Land Management; over 310 miles are managed by the USDA Forest Service; and almost 120 miles are managed by the U.S. Fish and Wildlife Service. This relative lack of development facilitates public access, and minimizes possible conflicts with private land uses. Hiking/horseback trails could be developed on public land where there are longer continuous sections of the historic route. There may also be sections of the trail on private land through which such hiking trails could also be developed if landowners are willing. Such retracement trails could be enhanced by appropriate interpretation.

Historic maps and diaries created by a few travelers—before, during, and after the period of significance—help document trail locations, and many segments of the original routes and some associated sites have been identified. Present-day highways follow parts of the route, and physical remnants of the trail are present in some areas. The Old Spanish Trail cuts across varied life zones and scenic areas of the Colorado Plateau, the Great Basin, and the Mojave Desert. Portions of the trail follow existing roads, while other parts provide opportunities for a more pristine wilderness experience. This allows for a varied, if general, interpretive experience of the trail period.

Five guidebooks for all or parts of the Old Spanish Trail are already in existence: *In Search of the Spanish Trail. Santa Fe to Los Angeles, 1829-1848*, by C. Gregory Crampton and Steven K. Madsen (1994); *Re-Tracing the Old Spanish Trail, North Branch*, by Ron Kessler (1995); *The Mojave Road Guide*, by Dennis Casebier (1986), which covers the Old Spanish Trail's southern fork across the Mojave Desert; Harold Steiner's publication, *The Old Spanish Trail Across the Mojave Desert: A History and Guide* (1999); and *Backdoor to California*, by Clifford Walker (1986).

The Old Spanish Trail has potential for both historical interest and recreational use related to historical interest. A number of historical organizations and agencies along the trail have expressed support for trail designation, thus indicating the type of grassroots support that is needed to develop National Historic Trail programs. A trailwide organization, The Old Spanish Trail Association, has been in existence for several years.

National Historic Trail programs generally focus primarily on the period of significance. Interpretation of the story of the broad cultural heritage of the areas through which the trail passes that are not covered in National Historic Trail program can still be carried out by other agencies and organizations.

**Integrity of Resources.** The potential for historical interest and recreational use related to historical interest is in part a result of the integrity of the trail. In National Register of Historic Places terminology, "Integrity of Resources" is much more than a simple determination of resource condition. Rather, the integrity of a resource is the *composite effect* of seven different qualities: location, design, setting, materials, workmanship, feeling, and association. These elements measure the ability of a resource to convey its significance. It is important to ask whether the trail today reflects the spatial organization, physical components, and historical associations that it attained during the historic period. The concepts of design, materials, and workmanship are primarily intended for the evaluation of historic buildings, formal gardens, bridges, and other similar properties that have been built by man. Although there may be limited evidence of road "building" on the Old Spanish Trail, it cannot be evaluated as an example of a built road, but rather as a place where historic events occurred. These three elements of integrity will not be considered because they are not relevant to this analysis.

Integrity of location is evaluated in the “Analysis of National Trails System Act Criterion A” section, with respect to its relationship to National Trails System Act, Sec. 5(b)(11)(A).

For a trail, setting, feeling, and association are closely related. Setting is defined as the physical environment of a historic property. Feeling is a property’s expression of the esthetic or historic sense of a particular period of time; it results from the presence of physical features that, taken together, convey the property’s historic character. Association is the direct link between an important historic event and a historic property. A property retains association if it is the place where the event occurred and if it is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property’s historic character. Association, like feeling, depends on individual perceptions.

The historic character of much of the Old Spanish Trail is tied to its route through the natural environment and the existence of landscapes relatively unchanged from the trail period. In some cases (for example, changes in land use, especially in the Las Vegas and Los Angeles areas) the setting has changed dramatically. However, in areas of the route that are relatively untouched by changes in land use—such as the mountains of Colorado and Utah and the western deserts—the setting remains much as it was historically. Large-scale features such as mountains, rock formations, and deserts, largely unchanged over the past 150 years, help to give the route much of its integrity.

The awesome surrounding landscapes and the modest physical remains of the route continue to echo and evoke the historic scene. The cumulative effect of the setting— mountains and desert, contrast, and vast vistas—creates a sense of past time and place for any visitor with sufficient knowledge of the historic travel that occurred along the route.

Vegetation still shows a linear patterning along the visible route segments. Much present-day vegetation along the route in the Mojave Desert and away from population centers is similar in type, scale, visual effect, and species to that described historically in route narratives. For example, writers described reaching the Joshua trees on the slopes leading up to Cajon Pass—and despite increasing urbanization, undeveloped areas in California along the route retain stands of Joshua trees.

The trails were functional. They led between water holes and grazing areas, generally over the easiest and most economical routes. In many areas, the mule trail has been overlain and obliterated by later wheeled vehicle traffic. Although the appearance of the single track has been changed, the setting and feeling remain much the same as they were for this historic transportation corridor. Because of the nature of a pack trail, these are subtle concepts, and visitor appreciation is dependent on knowledge of the events of the trail period.

Taken as a whole, many sections of the routes of Old Spanish Trail today are not unlike they were in trail days. Overall, the trail has sufficient integrity of setting, feeling, and association to meet the requirements of the National Trails System Act.

### **Feasibility and Desirability**

Section 5(b) of the National Trails System Act requires that other elements of a trail designation be explored in a trail study. The National Trails System Act contains the following language:

The feasibility of designating a trail shall be determined on the basis of an evaluation of whether or not it is physically possible to develop a trail along a route being studied, and whether the development of a trail would be financially feasible.

Whether or not it would be physically possible to develop a National Historic Trail along the route of the Old Spanish Trail would depend on the ability to identify the historic route across the landscape. It would also depend on the possibility of providing for public use and enjoyment through the establishment of a network of existing or proposed recreational facilities and interpretive sites where visitors could see and travel remnants of the trail. The information in this document clearly demonstrates that physical development of a trail is possible, because the historic route and some associated historic sites are known. Additional sites may be identified with future research.

To determine the financial feasibility, consideration must be given to the cost of a management plan, operational costs, and partnership involvement. There are several different approaches to determining the financial feasibility of the Old Spanish Trail as a National Historic Trail. The initial funding needed for a new trail would be for the development of a comprehensive management and use plan. In the past, the development of such plans for existing National Historic Trails has cost approximately \$250,000 each.

Trails require a base operating budget for the federal administering agency. On the basis of current National Historic Trail operations, it is estimated that \$325,000 annually would be required to provide a minimum level of professional staff and support services to operate a multi-state National Historic Trail. Experience with existing National Historic Trails indicates that, as trails develop successfully, there is likely to be an increased demand by state and local agencies, organizations, and landowners for services and funding for trail programs.

Funding levels would not include large-scale projects such as video or film productions, major exhibit design and production packages, or extensive resource preservation. These kinds of projects would have to be funded through line item congressional appropriations or fund-raising efforts. In recent years, National Historic Trails have benefited from the authorization by Congress of funding designated for Challenge Cost-Share Programs based on a fifty-fifty match of federal and non-federal funds. Because the non-federal share can be supplied through volunteer time and other in-kind services, these programs are especially attractive to the volunteer trail organizations and historical groups who support trails. Many small projects have been accomplished along the existing National Historic Trails through cost-share funding.

In the designation of a route as a National Historic Trail, consideration must be given to the need for overall federal coordination and assistance, and the willingness of public agencies, nonprofit organizations, and individuals to participate in the protection, interpretation, and management of the trail.

Federal coordination of and assistance with visitor use and preservation is addressed in the "Alternatives" and "Environmental Consequences" sections.

The willingness and interest on the part of public agencies, private organizations, and individuals in participating in the protection, interpretation, development, and management of the trail have been demonstrated by many activities and projects that are under way or have been completed, some of which are documented in the "Potential Partnerships" section. Those activities are directly related to the protection and interpretation of resources related to the Old Spanish Trail. As is outlined in this study, in the "Analysis of National Trails System Act Criterion C" section, there is good potential for public recreation and historical interpretation along the Old Spanish Trail.

Section 5(b) of the trail act also requires that the feasibility study address the following elements. The following indented paragraphs are the elements from the National Trails System Act. They are followed

by a discussion of the Old Spanish Trail relative to each element. In a few cases, there may be further discussion of the element elsewhere in the document.

- (1) the proposed route of such trail, including maps and illustrations

Maps are provided in Appendix C of this document..

- (2) the areas adjacent to such trails, to be used for scenic, historic, natural, cultural, or development purposes

The significant natural and cultural resources associated with the Old Spanish Trail are described in this study. If it were to be designated a National Historic Trail, only the route segments and sites that have a direct and significant tie to the historic period would be developed for public use and/or be eligible for preservation assistance in cooperation with landowners and land managers. However, other agencies and organizations could provide for protection and interpretation of other resources along the trail route, and, where appropriate, could provide interpretive media coordinated with Old Spanish Trail media at trail sites, using non-National Historic Trail funding sources. Such coordinated activities have been successfully conducted for other National Historic Trails, providing for a broader and richer visitor experience.

- (3) the characteristics which, in the judgment of the appropriate secretary, make the proposed trail worthy of designation as a national scenic or National Historic Trail; and in the case of National Historic Trails, the report shall include the recommendation of the secretary of the interior's National Park System Advisory Board as to the national historic significance based on the criteria developed under the Historic Sites Act of 1935 (40 Stat. 666, 16 USC 461).

The significance of the Old Spanish Trail with respect to the Historic Sites Act is discussed in the Statement of Significance in the "Analysis of National Trails System Act Criterion B" section. Prior to submitting the final report to Congress, the National Park Service will consult with the National Park System Advisory Board, as required by the National Trails System Act.

- (4) the current status of landownership and current and potential use along the designated route

Landownership and land use are discussed in more detail in the "Landownership and Land Use" section. Approximately 1,700 miles of the over 3,560 miles of trail route are on federal lands; about 295 miles are on American Indian reservations and trust lands; about 277 miles are on state-owned lands; and about 1,290 miles are on private lands. The land use along the route alignments varies, and includes intensive agriculture and grazing, recreational and multiple use federal lands managed by the Bureau of Land Management and USDA Forest Service, National Park System areas, low-density rural residential lands, and urban and industrial uses.

- (5) the estimated cost of acquisition of land or interest in land, if any

Little or no federal land acquisition is anticipated. The management of the National Historic Trail would depend on cooperative partnerships among the administering federal agency, interested property owners or land managers, and other entities.

- (6) the plans and costs for developing and maintaining the trail

See the introduction to this section for a discussion of plans and costs.

- (7) the proposed federal administering agency

Section 5(b) of the National Trails System Act provides that the Secretary of the Interior shall conduct feasibility studies “through the agency most likely to administer such trail.” If the Old Spanish Trail were to be designated as a National Historic Trail, the National Park Service would be the proposed federal administering agency. The National Park Service currently administers 10 of the 12 designated National Historic Trails. These 10 trails receive specific line item funding from Congress and have established trail offices with appropriate staff under a National Park Service superintendent, similar to traditional National Park System operations.

The National Park Service Long Distance Trails Group Office in Santa Fe, New Mexico, administers National Historic Trails in the Southwest, including the Santa Fe National Historic Trail. Within the theme of trade and commerce, the Old Spanish Trail has very close historic ties to the Santa Fe Trail. If the Old Spanish Trail were ultimately found to be nationally significant in regards to this theme, it would be efficient and effective to administer both from the same office.

To protect the resources along the trail and to provide for public use and interpretation, the lead federal administering agency would work in partnership with key trail-managing federal agencies (such as the Bureau of Land Management and the USDA Forest Service); with the states of New Mexico, Colorado, Arizona, Utah, Nevada, and California; and with organizations and individuals. Agencies, organizations, and private landowners retain management responsibility for their lands and participate in trail programs on a voluntary basis. An existing memorandum of understanding providing for cooperative activities along national trails among the National Park Service, Bureau of Land Management, and USDA Forest Service is currently being updated.

(8) The extent to which a state or its political subdivisions and public and private organizations might reasonably be expected to participate in acquiring the necessary land and in the administration thereof

Little or no land acquisition is envisioned. Recent National Historic Trail legislation restricts federal land acquisition to willing-seller/willing-buyer situations. Donations of land may occur, and it is usually beneficial to have ownership of such donated land remain at the local level. However, based on state, regional, and local support, states and counties, as well as nonprofit and other public organizations, would become more supportive in the subsequent management of the National Historic Trail. As is mentioned in the “Potential Partnerships” section, there is a growing commitment and involvement on the part of agencies, organizations, and individuals along the trail.

(9) The relative uses of the land involved, including the number of anticipated visitor-days for the entire length of, as well as for segments of, such a trail; the number of months that such trail, or segments thereof, will be open for recreation purposes; the economic and social benefits which might accrue from alternate land uses; and the estimated man-years of civilian employment and expenditures expected for the purposes of maintenance, supervision and regulation of such trail

The designation of the Old Spanish Trail as a National Historic Trail probably would lead to some increase in visitation and tourism revenues. The increase would probably not be significant on a regional and statewide scale. Tourism could increase in local communities along the trail corridor. Other federal, state, local, and private entities would benefit from the overall coordination of activities to preserve and protect trail-related resources, to interpret the trail, and to provide consistent opportunities for visitor use. The coordination of visitor services and interpretation could potentially increase tourism revenue.

Designation would have locally beneficial effects on the socioeconomic environment. Local communities would benefit from some increased recognition and possibly greater understanding of cultural heritage, as well as from greater opportunities to interpret the trail.



The effects on land values resulting from designation would be few and limited. As previously mentioned, little or no land acquisition is anticipated. Restrictive language in the actual trail designation legislation, as is the case with other National Historic Trails, could limit federal land acquisition to willing sellers only. Some landowners might benefit from the sale of lands and easements. It is possible that local municipalities would prohibit incompatible development that would adversely affect trail resources. Landowners and developers could be adversely affected by such actions of local governments. The owners of adjacent property might benefit from such land use actions.

Protected trail segments with recreational values might increase nearby residential property values. In some cases, there could be a loss in property values because of visitor use on adjacent properties, although the study team is not aware of evidence of this on current National Historic Trails. Adverse impacts would be mitigated by involving affected landowners and other interests in the protection of the trail and the natural and cultural landscapes that are near the trail.

(10) The anticipated impact of public outdoor recreation use on the preservation of a proposed National Historic Trail and its related historic and archeological features and settings, including the measures proposed to ensure evaluation and preservation of the values that contribute to their national historical significance

If the Old Spanish Trail were to be designated as a National Historic Trail, a comprehensive management and use plan would be prepared that would address the general locations and levels of recreational use. Mitigating measures would be adopted to ensure that there would not be any degradation of resources. Public use levels would be managed so that resources would not be adversely affected. All federally funded, approved, or sponsored projects on National Historic Trails are subject to compliance with the National Environmental Policy Act, the Historic Preservation Act, and other federal and state resource protection laws.

### **Potential Partnerships**

Numerous trail segments are within or adjacent to federally owned land managed by agencies such as the USDA Forest Service, the Bureau of Land Management, and National Park Service; and Defense Department installations at Fort Irwin in California, Nellis Air Force Range in Nevada, and White Sands Missile Range/Utah Launch Complex near Green River, Utah.

In Colorado, the Bureau of Land Management (BLM) has worked on documenting and interpreting the route. For example, the Gunnison River Bluffs public use plan was drafted by the Bureau of Land Management's Grand Junction Field Office, with input and support from Mesa County planners and commissioners, the Mesa County Riverfront Commission, the City of Grand Junction, and numerous other public and private groups and interested citizens. This plan incorporated measures for interpretation and public use of sections of the Old Spanish Trail. The county purchased land, trailheads were constructed, and a brochure was developed. This successful cooperative effort has set aside areas of open space and provided for public education and recreation for the benefit of all.

BLM's San Luis Resource Area manages the Limekiln Wagon Tracks site in the San Luis Valley. The bureau has provided for construction of a parking lot, road diversion, and overlook. These public facilities help to protect these extant resources while helping the public to learn about their history.

The Montrose District BLM researched Old Spanish Trail locations within their area, and erected an interpretive kiosk for the public at Wells Gulch on U.S. Highway 50. Brochures on the Old Spanish Trail have been developed and distributed by the BLM's Anasazi Heritage Center in Dolores, Colorado.

The Bureau of Land Management surveyed the route of the Old Spanish Trail from Las Vegas, Nevada, to the California border, and documented extant trail segments and associated artifacts. The California Desert District and the Barstow Field Office of the BLM in California have established a hiking trail along a segment of the Armagosa River, and are working with Friends of the Armagosa River toward wild and scenic designation for the river.

The USDA Forest Service and the BLM have joined the Río Grande County Tourism Board and the Old Spanish Trail Association as partners in preserving, protecting, and interpreting the trail. These partners are planning for heritage tourism (for example, interpretive stations and artwork related to the route) to enhance visitors' experiences in the San Luis Valley.

One of the important campsites/water holes along the trail, Bitter Spring, is located within the Defense Department's Fort Irwin Military Reservation in California. Fort Irwin personnel have arranged for site inventories, and have adopted protective measures for the site.

The Utah Historical Society is interested in developing an official, easily recognizable sign logo.

The Old Spanish Trail Association reports more than 260 members. These memberships include historians, archeologists, public land managers, educators, writers, photographers, and members of the public. This group has been active in supporting a National Historic Trail designation, and conducts tours, conferences, and seminars; distributes newsletters and educational brochures; and actively explores and documents sections of the route.

The Grand Junction chapter of the Daughters of the American Revolution donated funds to place a bronze statue to memorialize pioneer women who entered the Grand Valley over the North Branch of the Old Spanish Trail. This statue has been placed in a new city park that overlooks the Colorado River and an identified stretch of the Old Spanish Trail.

The Grand Junction/Mesa County Riverfront Commission passed a resolution designating the Old Spanish Trail (Northern Branch) as a historic trail. This resolution was distributed to all members of the Colorado and Utah congressional delegations.

Friends of the Mojave Road in Essex, California, publish a newsletter, conduct tours, document sites and road segments, and maintain a large reference library of materials related to the Mojave Road, and to the Old Spanish Trail of which it became a part.

The Las Vegas Valley Water District has been active in supporting the Mojave Desert Preserve, and has developed a master plan for its preservation. The district's North Well Field, within the preserve, contains significant prehistoric and historic cultural resources, including the Big Springs Archaeological District. Big Springs was an important camping area on the Old Spanish Trail.

The route traverses several Indian reservations, so tribes might be interested in cooperative education and resource preservation efforts.

The Workman and Temple Family Museum, City of Industry, California, features artifacts and interpretation relating to the Workman family, including their journey along the Old Spanish Trail. Visitors to this local history museum come to appreciate the broad impact that the trail had on the development of California and the West.

Other specialized museums and archives with an active interest in the Old Spanish Trail include the Diocese of San Bernardino Office of Archives; the San Bernardino County Museum Association in Redlands, California; the Riverside Municipal Museum; and the Barstow River Valley Museum in Barstow, California. The Utah Westerners have helped to locate and sign route segments.

The master plan for San Bernardino County, California, includes recognition and interpretation of the Old Spanish Trail. In addition, the City of Victorville is working on riverwalk trails that may parallel or follow the actual route of the Old Spanish Trail.

A new memorial to the Old Spanish Trail on the Pueblo de Los Angeles Plaza was created through the combined efforts of private individuals, Los Pobladores de Los Angeles, and the Old Spanish Trail Association.

The Amigos de Anza and Los Californianos groups have expressed interest in the Old Spanish Trail.

The Virgin River Land Preservation Association (Utah) is working on an extensive trail system in the Virgin River Basin, which would likely include trail sections along the Old Spanish Trail and the Domínguez-Escalante Route, and key access points and facilities.